





## Intimation.

# WHY YOU SHOULD INSURE WITH THE NEW YORK LIFE INSURANCE CO., (The Oldest International Life Insurance Company in the World).

**SUPERVISED BY 62 GOVERNMENTS.**  
A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

**COLD- \$1,000,000,000**  
of insurance in force To-day.

The following is a comparison of the three largest Companies:-  
**OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.**

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for show only those settled for in cash:

## NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Am't of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy holders)	73,471	\$152,093,369	\$6,054,400
Mutual	51,785	128,780,088	5,146,549
Equitable (Capital Stock \$10,000,000)	14,030	121,767,516	4,486,654

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid for business by 21,686 new policies, representing Gold \$23,315,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,845,000 of insurance, and Gold \$1,567,843 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

## To-day's

## Advertisements.

## EQUITABLE

LIFE ASSURANCE SOCIETY  
OF THE  
UNITED STATES.

**SURPLUS**  
OVER ALL LIABILITIES AMOUNTS TO  
NEARLY  
**TWELVE MILLIONS STERLING.**

**SURPLUS**  
belongs exclusively to Policyholders.

**Paid to Policyholders during 1898**  
**OVER \$4,980,000 STG.**

**WHAT YOU WANT TO KNOW**  
about a  
**LIFE INSURANCE COMPANY**

is just what you want to know about a Bank or any other Institution in which you thought of investing.

What is the company's earning ability as shown by its past history?

What is the outlook for future dividends as indicated by its accumulated surplus?

These three questions answered, and the rest is of secondary importance.

Apply to the 'EQUITABLE' for full particulars.

F. KIRKJE, Acting Manager, Hongkong.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND TAMSUI.  
The Company's Steamship

"HAINAN."  
Captain Davis, will be despatched for the above Ports, on SUNDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARSEN & Co.,  
General Managers.

Hongkong, 1st September, 1899. [1149]

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SWATOW, CHEFOO & TIENTSIN.  
The Company's Steamship

"NANCHANG."  
Captain Finlayson, will be despatched as above on TUESDAY, the 5th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st September, 1899. [10754]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ, PORT  
SAID, FUMIE AND TRIESTE.

(Taking Cargo at through rates to South Africa,  
PERSIAN GULF, RED SEA, BLACK SEA,  
LEVANT AND AFRICAN PORTS.)

THE Company's Steamship

"TRIESTE."  
Captain A. Mitts, will be despatched as above on WEDNESDAY, the 6th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 1st September, 1899. [11184]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"FLINTSHIRE."  
Captain Dwyer, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 7th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 1st September, 1899. [11154]

## A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF  
**AERATED WATERS.**

**AERATED WATERS** of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

**ABSOLUTE PURITY** is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

**WATERS MANUFACTURED BY US** are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:-

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & Co., Limited,  
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

At Pei-tai-ho, on the 18th August, the wife of D. H. MACKINTOSH, of a son.

DEATHS.  
At the General Hospital, Shanghai, on the 23rd inst., MARGARET TAYLOR, aged 34 years.

At Shanghai, on the 26th inst., at 9 a.m., FRANCISCA PAULA, the beloved wife of S. P. Castilho, aged 49 years.

At Chefoo, on the 26th inst., the wife of W. B. BUYERS.

## The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 1, 1899.

## REUTER'S TELEGRAMS.

THE TRANSVAAL TROUBLE.  
LONDON, August 30th.

The statement that a portion of the Cape garrison would proceed to Mafeking is premature.

The *Cologne Gazette* in an inspired article confirms that the last communication from the Transvaal to London asked for the abrogation of British Suzerainty as a compensation for further Concessions. The *Gazette* continues.

In the event of war over such a demand, the Transvaal would stand isolated and no one would move a finger to prevent the ruin of the Republic.

A telegram from the President of the Orange Free State denies the reports that the State thought of taking up arms against the British Government, which it would only do in self-defence or to enforce treaty obligations.

The Colonial Office has taken the most stringent measures to prevent information transpiring.

WEATHER REPORT.  
The Observatory report says:

On the 1st at 11.30 a.m. The Barometer has fallen over Japan and the Philippines. A depression seems to be moving to the N.E. near W. Japan. Pressure is highest in the Pacific to the E. of the Loochoos, and relatively low in the N. part of the China Sea and in the Pacific to the E. of Luzon. FORECAST:- Moderate or fresh E. winds; fair to showery.

LOCAL AND GENERAL.

The Manager of the Joint Telegraph Co. informs us that the Japan landlines are partially restored but at present there is delay on all telegrams exchanged with Kobe and beyond. Telegrams exchanged with Amoy continue to pass via Fouchow and Chinese landlines and are subject to delay.

From the China Export, Import and Bank Company we have received a most comprehensive catalogue of the goods they are prepared to supply to merchants, either Chinese or foreign. By means of this publication the buyer is enabled to see where he can obtain anything from a pin to a printing press.

The General Agents of the Great Eastern and Caledonian Gold-Mining Co., Ltd. Messrs. Liggins, Einstein and Co. inform us that they have received the following telegram from the mines, Caledonian Mines. The lode in face of drive is of a promising character carrying pay streak of one five feet wide, vesicle free gold.

The Band of the Hongkong Regiment will play at the Hongkong Hotel on Saturday evening from 8 p.m. to 9.30 p.m.

Programme.  
1. March "Soldiers to the Park" Mackintosh.  
2. "The Land of the Living" Mackintosh.  
3. "The Land of the Living" Mackintosh.  
4. "The Land of the Living" Mackintosh.  
5. "The Land of the Living" Mackintosh.  
6. "The Land of the Living" Mackintosh.  
7. "The Land of the Living" Mackintosh.  
8. "The Land of the Living" Mackintosh.  
9. "The Land of the Living" Mackintosh.  
10. "The Land of the Living" Mackintosh.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

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ETH. F. SKERTCHLY, Manager.

THE Band of the Royal Welch Fusiliers will perform the following programme of music at the Peak Club to-morrow evening:-

March "The Old Grenadier" Schubert.  
Overture "The Merry Widow" Suppe.  
Selection "The Merry Widow" Suppe.  
Selection "The Merry Widow" Suppe.  
Selection "The Merry Widow" Suppe.  
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Selection "The Merry Widow" Suppe.

The Australian Review of Reviews for July contains a photograph of the stone pier and entrance to Kowloon City. At the foot is a note stating that "The old boundary wall which formerly divided British from Chinese territory rises up the hill in the rear." We do not know who is the informant of the Review of Reviews but, whoever he is, he has blundered. For the old boundary wall has nothing to do with the old boundary, but is one of the walls belonging to the fortifications of the city. A little knowledge is, at times, a dangerous thing.

It is stated that the American government has ordered six light draught gunboats to be built as soon as possible for service in the Philippines. These boats will be flat-bottomed and especially designed for river service. In construction they will be something of a compromise between a Mississippi steam boat and the little vessels which the British have used to such good advantage in their campaigns along the Nile. It is understood that the Hongkong Steel Company secured the contract for building the boats, which will be shipped in sections to the Philippines and put together in Manila.

HONGKONG VOLUNTEERS PROMENADE CONCERT.

Another of their popular promenade concerts was given by the Hongkong Volunteers on the Parade ground last night. A very successful programme was gone through, there being only two names appearing on the list of performers who failed to put in their appearance. One was Mrs. Vallings, who through sickness was obliged to keep to her bed; her absence was very much regretted as Mrs. Vallings' particular style of singing is incomparable, and gives great enjoyment to her hearers. The breach, however, was kindly filled by Miss Cranna with her humorous recitations and by Mr. Van Nierop who ably filled the vacancy caused by Mr. Schmidt. As all the performers are well known to our readers, with the exception of Miss Cranna and Mr. Norval McGregor, and as both of these have been commented upon for their superior dramatic abilities, it is hardly necessary to give more than the programme, which it will be seen comprised turns to suit the most exacting. The Band of the Royal Welch Fusiliers was in attendance and as well as playing popular selections accompanied Mr. Van Nierop, Sergeant Howell and Miss Lambert. Spr. Long accompanied Spr. Ward. Mr. A. G. Ward, accompanied Messrs. Lamont and Van Nierop in their duet, an encore being loudly demanded, but had to be withheld, and Mr. Lamont, Mr. Van Nierop, solo "Mona". The grounds were very prettily decorated. Miss Queenie Lambert gave the doll dance in which she so deservedly gained celebrity in the pantomime, and was greatly applauded, kindly obliging with an encore.

The programme was as follows:-

1. Selection "The Merry Widow" Band.  
2. Song "The Merry Widow" Band.  
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## THE PHILIPPINES WAR.

DEWEY'S FLEET, ENGINEER INTERVIEWED.

BALTIMORE, July 16th.  
Commander John D. Ford, who was Admiral Dewey's fleet engineer, has returned to his home here from Manila."When I left," he said to *The World* correspondent to-night, "we did not hold quite as much ground as during the first of August last year, and our lines were restricted to the suburbs of Manila. The troops did push out into the country, but could not hold the ground they made by raids."

"It is impossible to conquer the people or to gain the islands without more troops. If we send a great many more and bend all our energies to doing it, we can beat them and take the islands, but it would mean a great loss of life. As it is now it's all we can do to hold our own."

"The line is always active and there is no relief. Men spend months in the trenches subjected to great mental and physical strain and never knowing at what moment they may be assailed."

"The lines of the natives are often not a block away from our own, and the rule is 'when you see a head exposed shoot it.' The Filipinos make no advances, but wait and shoot when they can, do all the damage to us they know how, and when we suffer they are driven back into places, where it is impossible to follow, so strong is their number, so impracticable the country."

"The Filipinos pictured in the papers are not the men we are fighting. The fellows we deal with out there are not ignorant savages, fighting with bows and arrows, but an intelligent, liberty loving people full of courage and determination. Their courage is undoubted and they fight to the death, having a superstition that if you are killed you do not die, but in three days reappear somewhere else."

"They are stronger, more determined and more skillful in the art of war than when the fighting started, and they have eleven millions of people to draw from. They are armed with Mausers, the best rifle in the world, and are far better marksmen than the Spaniards."

"The have a good Government, which they are operating successfully, and preserve law and order. They certainly don't think there is a hopeless fight, and I don't think any one else does who knows anything about it."

WHAT QUESTION OF OTIS'S STAFF THINKS OF THE SITUATION.

SAN FRANCISCO, July 21st.  
"It will take from 100,000 to 150,000 soldiers to subdue the Philippines and hold them," says Dr. Charles A. McQueston, of Gen. Otis's staff, who was Health Officer of Manila, but has returned home an invalid.

Unless 100,000 thousands of them are sent to the aid of our men there they will be driven back into Manila during the rainy season."

"Our men cannot stand the climate. Fifty per cent will be incapacitated by sickness and the territory overrun will have to be abandoned. Manila will be in a state of siege again."

"The newcomers will be at a disadvantage because the volunteers who are returning home are tired to the bone. This will make more men necessary than we could otherwise have to put in the field."

"The Filipinos think they have the Americans licked already."

BEST SOLDIERS IN THE WORLD.

"Our officers and soldiers have accomplished wonders and have proved themselves the best soldiers in the world. But nothing decisive has come of it because our men were not in great enough force."

"Colored men from the Gulf States might be enlisted, and that might settle the race question in that section too. These men would be better able to stand the climate conditions around Manila than white men, and they have proved good fighters."

"The volunteers all want to return home. I hardly think the plan to enlist three skeleton regiments from them will succeed. They enlisted to fight for their country, and do not want to fight an insurrection for money or fun."

COMMISSION A FAILURE.

"The peace commission was an absolute failure. Its work from the start was without effect. Mr. Schurman knew the commission was a failure and has come home."

## THE NEW FRENCH SUBMARINE BOAT.

Some particulars have transpired of the new French submarine boat *Moré*, which has been launched at Cherbourg. She is better proportioned than the *Gustave Zédé*, which did not travel as fast as was expected, owing to its excessive length. The *Moré* is 97½ long, and has a displacement of 140 tons. The hull of the *Moré* is shaped like a self-steering torpedo. At its extremity is a torpedo tube protected by armor, and forming the stem of the vessel. This stem is movable; it can be raised and lowered by machinery, worked from the interior of the vessel. The boat carries two torpedoes, placed permanently in the tube and the other movable. When it is desired to fire a torpedo the stem is raised, and closes automatically after the torpedo is fired. The small quantity of water that has managed to penetrate into the tube during the operation is pumped out. The second torpedo can then be placed in the tube. The screw of the *Moré* is driven by an electric motor supplied by accumulators, and the boat can maneuver as long as the electricity is not exhausted. To recharge the accumulators the boat must return to its special headquarters.

## THE VENEZUELAN ARBITRATION.

In the Venezuelan arbitration case, in concluding his speech, the Attorney-General said that he did not wish to say hard things of the Venezuelans. But he could not but say the truth, which was that Venezuela within the area in question had done absolutely nothing to give her any claim. "To put it plainly," she had simply asked for a piece of British territory. Probably the only motive that had prompted Great Britain to consent to arbitration in this matter, and to the expense and worry of allowing the title to her own property to be questioned, was the higher and nobler motive of promoting the cause of peace and good will. For this reason she submitted the case to arbitration. It would be a death blow to arbitration if reason were given to suppose that a more advanced claim might be made to territory, and that a slice could be cut off her asking. If, said the Attorney-General, he was to be beaten in this arbitration, let him at least be beaten on grounds of principle and of law and justice and equity. Then he would be content. He knew that he had submitted to the tribunal arguments which would lead them to the conclusion that these principles of law, justice, and equity were on his side. To there he made his final appeal.

## JAPANESE SHIPPING PROGRESS.

The progress of Japan as a shipping nation has been very appreciable. As we know, these good people took up with shipping after the war with China. It seemed an easy thing to do, in the exaltation of mind induced by victory, to wrest the carrying trade of China out of the hands of English and other conference lines, and it was an easy development from this attitude to the further ambition of competing with the mere Westerners on all the neutral routes. We take it that the Japanese have modified their views on this matter after two or three years of sad experience, for even with the aid of singularly handsome subsidies they have not succeeded in making anything like a decent profit on any of the new lines they initiated. The Japanese taxpayer, who has to pay in order that the country may boast a decent mercantile marine and that the Nippon Yusen Kaisha, the Osaka Shosen Kaisha and other companies may be helped towards dividends to their disappointed shareholders, has not the satisfaction of knowing that he receives even indirect benefit from his sacrifice. The idea was originally that the Japanese boats were to "cut" freights, and thereby compel the European lines to do the same. This would have been an undoubted benefit to Japanese traders. But the companies which are brought into rivalry with the older lines have been forced into the conference, and in this way rates of freight have been maintained. Even on this basis, however, the native steamers are unable to do anything striking in the way of profits. But they are persevering, and meantime the tonnage of Japanese shipping is increasing, more especially that tonnage which will have a right to claim the subsidy. Our Consul at Yokohama, in his last report, says that during 1898 the Nippon Yusen Kaisha added six vessels (five of which were built in England) aggregating 34,724 tons, to its fleet; and it has now running on the European line twelve steamers, of a gross tonnage of 23,623 tons, as well as six steamers averaging 3,000 tons on the Australian and American lines, which are a very long way from being profitable. In addition, another Japanese company, the "Toyo Kisen Kaisha" (Eastern Steamship) Company has started running three new steamers of 3,000 tons each between San Francisco and Honolulu via Japan ports and Honolulu. Some figures given by Mr. Forster will afford a good notion of the amount of "encouragement" given by the Government to maintain these services. He says that the subsidies voted by the Japanese Diet for this last named line for the Nippon Yusen Kaisha to be in force for ten years, amount to some £455,000 per annum, being 2,673,894 yen for the Nippon Yusen Kaisha Japan-Europe line; 654,030 yen for the same company's Japan-Seattle line (Kurekichi line); and 1,013,880 yen for the Toyo Kisen Kaisha Japan-San Francisco line.

Apart from the question of profitable working it is undoubted that Japanese ships are increasing their hold of the trade in Far Eastern waters, and in this way they must end by materially injuring the British and other lines. In the trade of Yokohama last year British tonnage shows an increase of 56 vessels and 104,169 tons; Japanese, 41 vessels and 99,113 tons; German, eight vessels and 31,794 tons; Swedish and Norwegian, four steamers and 5,038 tons. If Japanese foreign-going steamers were included in the calculation, British tonnage constituted 75 per cent of the total for the port. Exclusive of Japanese vessels the same tonnage represents 67.9 per cent of the whole. Mr. Forster gives the following table, which will show the position at a glance—

	Increase per cent.	Decrease per cent.
British shipping	13.5	...
Japanese	38.1	...
American	...	11.8
German	...	27.2
French	...	6.3
Swedish & Norwegian	19.3	...

Doubtless, as our Consul observes, British shipping firms know to what extent it is probable to send their ships to Yokohama port, in 1898 to 413 ships of 945,636 tons in 1898, say 170 ships and 512,451 tons, is a satisfactory showing. Our proportionate increase was relatively small last year because of our already large stake in the carrying trade of the port. Our tonnage increase is greater, as we have shown, than that of Japan, and more than three times that of Germany.

When the Japanese require vessels to be used in competition with others of European construction, whether in the Far East or elsewhere, they usually come to this country for them. We have received illustrations of this in the last year or two in the orders placed on the Clyde and the Tyne by the Nippon Yusen Kaisha and the other companies which are ambitious of securing some portion of the ocean carrying trade. But a shipbuilding industry on modern lines is now growing up in Japan itself and some progress is being made, and it will be remembered that one of the native yards turned out last year a big steamer to the order of the Nippon Company. Full official records of the tonnage launched in the whole country in 1898 are not available, but one estimate which we have seen puts the total at about 800,000 tons. The average is not high, of course—only 150 tons per vessel. But still, the industry is quite a young one so far as the construction of steamers is concerned, and as they feel their way better the native shipbuilders will no doubt undertake bigger orders. Some of the yards have already reached this stage, and the Mitsubishi Company, in particular, has been busy. It may be remembered, too, that the Osaka Iron Works has built three steamers—the *Osaka*, the *Osaka*, and the *Osaka*—for the Osaka Shosen Kaisha. The country owes much, of course to the builders in the effete West for plans and material. However, recent achievements are notable in their way, and our friends can retort that a beginner must learn from somebody, however inherently clever he himself may be.—*Bullington*.

## BELLVILLE BOILERS IN BATTLE SHIPS.

In the House of Commons, on Thursday, 13th July, Mr. Arnold Foster asked the First Lord of the Admiralty whether, before finally sanctioning the adoption of the Bellville boiler for battleships and cruisers, now under construction or contemplated, of which the total cost will exceed £10,000,000, he will order a practical test to be made of the efficiency of those boilers under all conditions, as compared with other boilers; and whether, with this object in view, he will attach the *Canopus*, on command, to the Channel Fleet, and will send a vessel of the *Disaster* class, or of the *Edgar* class, respectively, to carry out a trial of the efficiency of the Bellville boiler has been practically tested under various conditions. His friend did not seem to remember that vessels with Bellville boilers had already been attached to the Channel Squadron, and that the *Powerful* had been doing excellent and regular work among the cruisers on the China station. The adoption of Bellville boilers for battleships and first-class cruisers, now under construction, had been definitely decided on, and the question as to the ships are concerned, could not be re-opened. TheCanopus will be commissioned as soon as she is ready, and attached to the Mediterranean Fleet. He could not make any definite statement as to the last part of the question. The Admiralty were taking advantage of every suitable opportunity to test boilers to the fullest extent with a view to further possible improvements. But why not settle all doubts, and quiet all doubters by sending a cruiser across the Atlantic and back at full speed? Mail steamers do it every week; why not a cruiser?—*Fairplay*.

## THE FUTURE OF THE YUKON.

A COMING GOLD PRODUCER.

The Vancouver *World*, in publishing the report of a visit to the Yukon goldfields, says:—On all sides development work has been going on, with excellent results. The richness has been proven, and borings have been made in many places, and the ground explored for a distance of 2,000 feet in length, by at least 100 feet in width. The work of constructing machinery for hydraulic mining the claim will be somewhat retarded in consequence of the machinery, which was built at Glasgow, Scotland, being delayed on the White Pass Railway. The company has decided to do some working during the winter. This will enable them to make a good showing for next spring. Some drifting may be done as the winter sets in, and the hydraulic machinery, however, will be proceeded with with all possible haste, so that, when the season permits, this system will be utilized. It is not improbable that dredging machinery will like-wise be imported and placed on the ground where water can be utilized to advantage. The company have no doubt whatever as to the richness of the territory embraced within their lease. The writer says that Dawson has improved very much since last summer, and it is now assuming the proportions of a first-class city. "Pretty much all the creeks have turned out well during the winter's operations; and when the cash-up is completed, says our correspondent, it will be found that the total out-put of the precious stuff, that is, what will be reported to the officials, will exceed \$20,000,000. Many millions more are being taken out, but as the exemption of royalty extends to \$5,000, no report will be made of these. "Everything considered," says the writer, "I have the fullest confidence in this country as a coming gold producer, and it will be many years, even centuries, before the precious yellow metal will be exhausted, as when the placer diggings have been exhausted, which will not be for at least half a century, come quartz and copper mining will then become a leading industry in the far north."

LATE DAWSON NEWS.

A letter, dated Dawson City, the 24th June, announcing the safe arrival of a party in the capital of the golden north, states that filtered water was selling there at 25 cents per bucketful. The town was full, and new arrivals have some difficulty in securing lodgings. Prices still ruled high. Meals were \$1, fowls \$3 to \$4 each, meat \$1 per lb, eggs \$1.50 per dozen, potatoes 35 cents per lb, wood \$20 per cord, wire mattresses \$20, and everything else in proportion. The days are hot, and the nights not cool. Roses and other flowers are blooming profusely, and often the birds are singing in the neighbouring bushes at midnight. Bedroom windows have to be darkened in order to let people sleep.

## WHO HAD THE RIGHTS?

(New York World, July 11th.)

A Southern journal, quoting the *World's* statement that "Spain could not convey to us any rights in the Philippines which she did not possess," asks:Will the esteemed *World* tell the American people who did possess the "rights" it speaks of if Spain did not possess them? The answer is very easy: The native inhabitants possessed the right to govern themselves, or to give their consent to being governed, which is not equal to the natural and unalienable right of all men to life, liberty and the pursuit of happiness.

Our authority for this opinion will be found in the Declaration of Independence of the United States of North America, proclaimed on July 4, 1776. It is sustained and clinched in the joint resolutions of Congress, adopted on April 18th, 1898, declaring war against Spain. The very first of these resolutions proclaimed that—

"The people of the island of Cuba are, and of right ought to be, free and independent."

Did the "rights" of Spain in the Philippines rest on any different basis than her "rights" in Cuba? Had she oppressed and robbed the Cubans? She had done the same to the Filipinos. Was her "possession" of Cuba limited to the coast cities and to a few fortified and garrisoned towns? Her occupation of the Philippines was even more limited and precarious.

The cases are exactly parallel, on the basic question of rights. Beyond this it is undeniably true that the Filipino army rendered our forces more service in the capture of Manila than the Cubans did in the capture of Santiago, and that the Filipinos are, in the opinion of Admiral Dewey and other capable judges, better fitted for self-government than are the natives of Cuba.

Whatever rights Spain had forfeited in Cuba she had lost likewise in the Philippines. Whatever rights the people of Cuba had were possessed also by the inhabitants of the Philippines.

## Intimations.

NOTICE.

PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East. Mrs. HORTON. Hongkong, 30th June, 1899. [1853a]

CHS. J. GAUPP &amp; CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, OPTICIANS, CHARTS AND BOOKS, NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 54 &amp; 56, Queen's Road Central. [40]

MEE CHEE JG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty. Hongkong, 22nd September 1898. [41]

## Shipping. STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO. THE Company's Steamship

"NANYANG." Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 2nd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK &amp; Co., General Managers. Hongkong, 1st September, 1899. [1110a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"MAIZURU MARU." Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 3rd September, at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents. Hongkong, 28th August, 1899. [1090a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT). THE Company's Steamship

"YUENSANG." Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 4th September, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers. Hongkong, 31st August, 1899. [1106a]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"ARRATOON APCAR." Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 5th September, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SOXS &amp; Co., Agents. Hongkong, 30th August, 1899. [1108a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"CHINGTU." Captain Williams, will be despatched as above on TUESDAY, the 5th September.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents. Hongkong, 19th August, 1899. [1030a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHINGTU." Captain Williams, will be despatched on TUESDAY, the 5th September, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. A.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents. Hongkong, 19th August, 1899. [1052a]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, YOKOHAMA AND VLADIVOSTOCK. THE Company's Steamship

"FLINTSHIRE." Dwyer, Commander, will be despatched for the above Ports on or about WEDNESDAY, the 6th September, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES &amp; Co., Agents. Hongkong, 30th August, 1899. [1105a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"STENTOR." Captain Jackson, will be despatched as above on WEDNESDAY, the 6th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents. Hongkong, 31st August, 1899. [1036a]

FOR NEW YORK VIA SUEZ CANAL. THE British Steamship

"ARGYL." will be despatched for the above port on or about the 13th September.

S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN" at Intervals of a week.

For Freight, apply to DODWELL &amp; CO, LIMITED, Agents. Hongkong, 30th August, 1899. [941a]

SHEWAN TOMES &amp; CO'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK. THE New Steamship

"PING SUEY." Captain C. de La Perrelle, will be despatched for the above Port, on or about the 3rd October.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents. Hongkong, 21st August, 1899. [1020a]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENVENUE." Captain Potter, will be despatched as above on or about the 8th September.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents. Hongkong, 24th August, 1899. [1066a]

## Shipping. STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &amp;c.)

THE Company's Steamship

"CHINGWO." H. Harris, Commander, will be despatched as above on or about the 7th September.

For Freight, &amp;c., apply to HOLLIDAY, WISE &amp; Co., Agents. Hongkong, 30th August, 1899. [975a]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANI." Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to JARDINE, MATHESON &amp; Co., Agents. Hongkong, 22nd August, 1899. [1065a]

UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN &amp; Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL. THE Full-powered Steamship

"PISA." Captain Fendri, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to CARLOWITZ &amp; Co., Agents. Hongkong, 30th August, 1899. [938a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"PYRRHUS." Captain Bau, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents. Hongkong, 28th August, 1899. [1093a]

Consignees.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 1st September, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SOXS &amp; Co., Agents. Hongkong, 30th August, 1899. [1107a]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, HAVRE, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 6th September, will be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in the Godowns where they will be examined on TUESDAY, the 5th September, and SATURDAY, the 9th September, both days at 10 A.M.

Claims must reach the undersigned before the 9th September, otherwise they will not be recognized.

NIPPON YUSEN KAISHA, Ltd. Agents. Hongkong, 31st August, 1899. [1112a]

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an Ex-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office. Hongkong, 18th August, 1899. [1048a]

F. BLACKHEAD &amp; CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED BAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c. &amp;c. &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c. &amp;c. &amp;c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1896. [199]

## Intimations.

THE NEW FRENCH THERAPY.

This successful and highly popular remedy, employed in the Continental Hospitals by Ricord, Koster, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &amp;c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &amp;c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.



